

WEATHER OF THE ATLANTIC AND PACIFIC OCEANS

[The Marine Division, W. F. McDONALD, in charge]

NORTH ATLANTIC OCEAN

By H. C. HUNTER

Atmospheric pressure.—The northern and extreme western portions of the North Atlantic area, also the Gulf of Mexico, had average pressure below normal in May 1934, the departure being almost a quarter of an inch at Reykjavik, Iceland. The central and eastern North Atlantic had pressure moderately above normal.

The lowest pressure at any of the selected shore stations during the month was 28.98 inches at Reykjavik on the 8th. During the 2 days preceding this, however, a few readings slightly lower than 28.98 inches had been noted by vessels not far distant from the west coast of Ireland.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure (sea level) at selected stations for the North Atlantic Ocean and its shores, May 1934

Stations	Average pressure	Departure	Highest	Date	Lowest	Date
	Inches	Inch	Inches		Inches	
Julianeabab, Greenland.....	29.69	-----	30.24	23, 24	29.18	7
Reykjavik, Iceland.....	29.68	-0.24	30.32	25	28.98	8
Lerwick, Shetland Islands.....	29.84	+0.04	30.42	11	29.10	17
Valencia, Ireland.....	30.09	+0.14	30.49	27	29.24	6
Lisbon, Portugal.....	30.04	+0.07	30.29	7	29.74	16
Madeira.....	30.04	+0.03	30.27	5	29.81	23
Horta, Azores.....	30.25	+0.09	30.46	9	29.94	24
Belle Isle, Newfoundland.....	29.88	-0.06	30.28	2	29.00	6
Halifax, Nova Scotia.....	29.99	+0.02	30.44	1	29.42	7
Nantucket.....	29.99	.00	30.58	1	29.52	7
Hatteras.....	30.00	-0.01	30.39	1	29.63	29
Bermuda.....	30.13	+0.02	30.32	14	29.82	24, 25
Turks Island.....	29.99	-0.01	30.08	15	29.86	25, 26
Key West.....	29.93	-0.04	30.11	9	29.72	26
New Orleans.....	29.95	-0.02	30.20	1	29.75	30

NOTE.—All data based on a.m. observations only, with departures compiled from best available normals related to time of observation, except Hatteras, Key West, Nantucket, and New Orleans, which are 24-hour corrected means.

Cyclones and gales.—By the 4th a moderately well-developed storm was affecting the main steamship lanes near mid-ocean, and on the 6th and 7th this storm attained somewhat greater strength near Ireland. This storm soon drew to northward, however, and ceased to affect the chief steamship routes. The only instance yet known of a gale of force 11 in Atlantic waters this month was connected with this storm, the German steamship *Berlin* encountering winds of that force late on the 6th.

The next period when several vessels encountered gales occurred about the 18th, when a low from the Lake region united with a small low that originated at lower latitudes over the Atlantic, causing fresh to whole gales in regions south and east of Newfoundland on that day and the 19th.

A minor disturbance attained moderate strength near the south Atlantic coast of the United States about the 27th and a few steamers reported fresh to strong gales in that area. This storm had many characteristics of a tropical hurricane as it moved inland over South Carolina on May 29.

Fog.—Many parts of the North Atlantic had an increase of fog, compared with April, particularly areas to northward of the 40th parallel, between the 45th meridian and Europe. On the whole, there was even more fog than normally occurs during May along the chief routes to northern Europe, also near the American coast north of Cape Hatteras. The region of greatest frequency was the 5° square between 40° and 45° north, 45° and 50° west, where fog was reported on 21 days. The periods from the 8th to 10th and 19th to 23d had least fog in this vicinity.

As a rule, the region between the 50th and 65th meridians experienced somewhat less fog near the steamship lanes than is normal for May, but in areas from southwestern Nova Scotia to the vicinity of Hatteras, some 5° squares had 15 days with fog, which is more than normal for the month. Here fog was present frequently during the first 5 and the last 5 days of May, also from the 14th to the 23d, inclusive.

During the 3d and 4th the fog led to two collisions and one grounding near the north and middle Atlantic coasts, but fortunately none of these had serious results. On the forenoon of the 15th, however, the British liner *Olympic*, from Southampton to New York, ran into and sank the Nantucket Shoals lightship, with loss of 7 of the crew of 11 on the lightship.

Dust at sea.—On May 11, when at most places in the North and Middle Atlantic States fine dust was perceptible in the air, the British steamship *Boston City*, from Fowey for Boston, reported fine powder or dust noted about 6 p.m., the vessel then being about 140 miles east of the entrance to Boston Harbor.

Transatlantic flights.—There were two flights over the North Atlantic. Capt. George Pond and Lieut. Cesare Sabelli crossed from Floyd Bennett airfield to near Lahinch, Irish Free State, in about 32 hours, on the 14th and 15th. The conditions over the ocean on the 14th are presented in chart VIII.

Lieut. Maurice Rossi, with Paul Codos as companion, flew from Paris to New York in about 39 hours on the 26th to 28th. The weather situation of May 27 is shown by chart IX.